Rpt. 9. No. 171870

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office THUR. 20 JUL 1899)

Date of writing Report July 1899 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 1207 Survey held at Glasgow. Date, First Survey 22 June Last Survey 17 July 1899 (No. of Visits Seven)

1437 on the Machinery of the ~~Wood, Iron or~~ Steel s. s. "STRATHALLAN." Master

Tonnage { Gross 2336 / Net 1489 }

Registered Horse Power 335

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 80 "

Vessel built at Greenock. By whom Russell & Co When (Year) 1890 (Month) 4

Engines made at Glasgow. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Owners Port Voyage Cardiff.

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry Dock Govan

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A. 1. ht Awng. dk. with freeb'd 1. 98. s. s. Liv. No 1. 94.		✠ L.M.C. 5. 97.

Last Survey No. Port

Particulars of Examination and Repairs (if any) ht Special Survey

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. " Donkey " " " Yes.

If this was not done, state for what reasons? Main boiler already done.

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they afterwards adjusted under steam? 165 lbs.

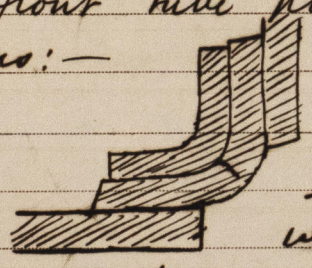
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 72 lbs.

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? New shaft fitted.

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? ✓

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Propeller shaft and sea cocks examined, the sea cocks found good, propeller shaft badly wasted at forward end of after liner, a new shaft has now been made & fitted in vessel.
Donkey boiler & its safety valves examined & found good.
All safety valves adjusted as above.
Examined M. P. guide plate which is cracked for about one third the breadth at centre, it is in good working condition.
All six furnaces have been cut out & renewed with plain furnaces 3/4" thick, 3'. 1 1/2" diameter & 7'. 5" long. = 181 lbs working pressure
Five of the front rings of old furnaces were cracked in corner adjoining front tube plates these have been fitted with doubling pieces. thus:—



New funnel fitted
Donkey boiler small temporary patch on starbd side combustion chamber renewed with permanent rivetted patch.
Main boilers tested with water to 250 lbs hydraulic pressure

General Observations, Opinion, and Recommendation:— As far as seen the machinery

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,97, B.&M.S. 9,97 or ✠L.M.C. 9,97, 140 lb., F.D., &c.)

of this vessel is in a good & efficient condition eligible in my opinion to remain as classed & to have fresh record of survey ✠ L.M.C. 3.99. noted in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ : :

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 18

Received by me, 18

J. W. Dinnock.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

FRI. 21 JUL 1899 HULL CERTIFICATE WRITTEN 20/7/99

Committee's Minute

Assigned tLmc 3.99

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to Glasgow Office

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? Yes

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

5,000—18/10/98.—Tranter Ins.

GLS184-0314

Screw shaft renewed on acc of wear & tear.
All 6 Fr. B. furnaces renewed also funnel & some minor repairs effected.

It is submitted that this vessel is eligible for THE RECORD.

L.H. 6.3.99

LL
20/7/99

LL.
20.7.99

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.